

Traction Strike Near Settlement; Both Sides Vote on Terms To-day

RUSSIANS CUT SERETH LINES BELOW BRODY

Open Way for Direct
Drive Against
Lemberg.

AGAIN THREATEN BOTHMER'S ARMY

Capture 5,500 Men—Stok-
hod Front Stiffened by
Hindenburg.

London, Aug. 6.—Following up their sharp blows of yesterday and Friday against the Austrian lines south of Brody, along the rivers Graberki and Sereth, the Russians have completely broken the Teutons' Sereth line, swept in six more villages, an entire ridge of commanding heights and 3,000 more prisoners. In the two days' battle, which has given General Sakharoff's troops successes vitally important to their drive against Lemberg and von Bothmer's flank along the Stripsa, more than 5,500 of the enemy's soldiers have been made prisoner.

That the Russian claims of marked progress in this region are not unfounded is proved by the German official admission to-night that the west bank of the Sereth has been lost. Berlin also records "advanced actions" before the army of von Bothmer.

Von Bothmer Again in Danger.

Although the check which the czar's forces in Galicia received early last week relieved somewhat the threat which their northern advance had brought against von Bothmer, the success of the latest Russian effort has again put the Austrian lines on the west bank of the Stripsa in danger. If Sakharoff's army shows further signs of a sweeping advance to the southwest, where it is aiming at the life lines of the Austrian troops, it is not believed that von Bothmer will hesitate about swift retreating to his prepared lines behind the Bug and Gnila Lipa, to make his last stand in defense of Lemberg.

The fact that the Russian cavalry have been extremely active in the recent operations south of Brody is an indication that the Austrians no longer have prepared lines to fall back upon and are being rolled back so swiftly that it is impossible for them to construct any sort of fortified works with which to oppose the Russian advance. And in open fighting, military men agree, the Cossacks are masters and will push the enemy's forces to the limit. It was the Cossacks who conquered an Austrian infantry battery on the Sereth in the recent fighting and captured more than 3,000 prisoners.

Hindenburg Stiffens Line.

On the Stokhod line the influence of von Hindenburg is already being felt in the stiffening of the Austro-German lines and in the growing fury of their counter charges. By winning command of the northern part of the stream, where it crosses the Pinsk marshes, Brusiloff has eliminated all danger of flank movements against his lines, however, and can concentrate his attention on a frontal attack for the possession of Koval.

In the Carpathians the reorganized army of Pfanzer is continuing its harassing of the Russian left wing south of Kut, but it is more of a defensive than an offensive movement and can have no effect upon the Russian operations along the Dniester.

The official announcement from German Army Headquarters, recently issued, telling of the appointment of Field Marshal von Hindenburg to the chief command on the Eastern front, is as follows:

"During the recent visit of the German Emperor to the Eastern front, and with the agreement of Emperor Francis Joseph of Austria-Hungary, a new arrangement for the command has been established according with the new situation created by the Russian offensive. Several allied army groups have been put under the chief command of Field Marshal von Hindenburg for uniform employment."

Capture 5,500 Teutons.

The Russian official communication issued this evening reads:

"On the Rivers Graberki and Sereth the enemy launched a violent artillery attack against the regions we recently occupied."

"According to late reports, the total prisoners we captured August 4 and 5 amounted to 140 officers, including a regimental commander, and over 5,500 men."

Foe Trapped in Vise, Joffre Tells Tribune

Joint Thrust of Allies Crushing Life Out of
Germany and Hastening Final Blow,
French Commander Says.

By FRED B. PITNEY.

General Headquarters, France, Aug. 6.—"Destiny is now shaping itself, and every one can read what is about to happen. I mean the final defeat of Germany."

It was General Joffre who was speaking at his own headquarters. We had motored out from Paris with Franklin Bouillon, chairman of the Committee for Political Action of the Chamber of Deputies, and after a very brief wait were led by a side path to the modest house where General Joffre does the work of war.

It was not in the least a place where one would expect to find the head of the huge organization of a great nation in the midst of war. The streets of the little town were bare of population, and quiet with the stillness of a cathedral where rare worshippers kneel in the shadow of ancient pillars. Our party made an unwonted intrusion of noise, and we found ourselves embarrassed by the curious gaze of men in uniform, to whom civilians are a strange sight in their stronghold.

Into Joffre's Presence.

It was a relief when a junior officer showed us the way from the huge, silent hotel where the tremendous organization of the General Staff works in whispers to the home of the chief. When we arrived at the little red brick house we waited again in a quiet, darkened hall until the commandant came. Then we advanced again up a short flight of steps to another hall, and again waited until still another officer came and conducted us through a sunlit room, where the great general's luncheon was waiting to be served, into the presence of the commander himself.

If we were somewhat nervous, wondering what would be the result of this meeting we so long had sought and anticipated, General Joffre seemed frankly frightened at being thus bearded by a collection of men bent on seeing and examining for themselves and subjecting to the final

Continued on page 4, column 3

THIEF CAUGHT AND SHOT ON ASTOR'S ESTATE

Believed to Have Robbed Rhine-
beck Homes.

Poughkeepsie, N. Y., Aug. 6.—After a revolver duel lasting fifteen minutes on the Woods Road in Ferneliffe, Vincent Astor's Rhinebeck estate, early to-day, the man believed by the Dutchess County authorities to be responsible for the recent burglaries at the mansions of wealthy residents of Rhinebeck fell from two wounds in the abdomen inflicted by Deputy Sheriff Michael T. Baumbush and James Downing, a private detective.

The injured man, who refuses to make any statement, is to-night dying from his wounds in a Poughkeepsie hospital. He said he was Fritz Cramer, thirty-six years old, of the Bowery, New York, but Sheriff Conklin believes the name fictitious.

The officers had been placed by Sheriff Conklin to watch over some plunder hidden in a clump of bushes on the Douglas Merritt estate by the robber who visited last week the Rhinebeck residences of H. E. Montgomery and W. Starr Miller, of New York.

WILBORNE RENAMED IRISH LORD LIEUTENANT

Is Moved from Spring Lake to
Summer White House.

(From The Tribune Bureau.)

Washington, Aug. 6.—To avoid the restrictions imposed by the infantile paralysis epidemic, the children of Secretary of the Treasury McAdoo, including the President's granddaughter, were moved to-day from Spring Lake, where the Secretary and Mrs. McAdoo are spending the summer, to Shadow Lawn, Long Branch, the summer White House.

This was not done because of any danger to the children, it was stated at the Treasury Department, but because of directions given by the physician against their playing with others.

WIMBORNE RENAMED IRISH LORD LIEUTENANT

Baron Resigned When Revolts
Broke Out.

London, Aug. 6.—Baron Wimborne has been reappointed Lord Lieutenant of Ireland.

Baron Wimborne, originally known here for his share in the international polo matches, was Lord Lieutenant of Ireland when the Sinn Fein revolts broke out, and resigned following the great outbreak of criticism against him. During the period when a settlement of the home rule issue was hoped for it was understood that no successor would be appointed.

ARMY MEN HURT IN AUTO

Officers of 14th Victims When Car
Jumps Embankment.

An automobile plunged over a fifty-foot embankment yesterday on the Shore Road at the entrance to the Fort Hamilton reservation. Adjutant Thomas K. Alford, of the 14th Regiment, turned the car to the right instead of to the left at a curve.

Besides the adjutant the following received minor injuries: Captain J. L. Gilbreth, Dr. Victor A. Robertson, acting surgeon of the 14th; Henry Hull, secretary to the adjutant, and Joseph Benjamin, a salesman. They were taken to the Norwegian Hospital.

BRITISH TRAP TURKS AT SUEZ

Rout and Hurl Back
Ottoman Drive on
the Canal.

(By Cable to The Tribune.)

London, Aug. 6.—The second great Turkish thrust at the Suez Canal, of which so much was expected in Constantinople and the capitals of the Central Powers, has been smashed by the British commander, General Sir Archibald Murray.

The German officered Turkish army of 14,000 swept west along the Mediterranean coast last Thursday, pushed beyond Katia in the following twenty-four hours and by Saturday had flung the British troops back to Romani, twenty-two miles from Port Said. In thirty-six hours they advanced nearly eight miles.

Late Friday the British resistance stiffened. The right flank of the Ottoman columns was caught under the fire of Allied warships in the Bay of Tina, and the British land forces took advantage of the confusion in the enemy's ranks. The Turks were checked for the time being.

A strong frontal attack on General Murray's army was then made by the Turks, and while the British were engaged in rolling back this wave Turkish detachments worked their way around the southern flank. The British gave way before both frontal and flank assaults. Then the British commander ordered the mounted Australian and New Zealand troops to give way. The enemy, interpreting this as a sign of British demoralization, swung forward in hot pursuit.

Before they could realize the danger the Ottoman forces along the whole southern wing became involved in the sand dunes. General Murray sprung the trap. The British forces along the entire line jumped to the attack.

The Turkish lines halted, wavered, and then broke. The Anzacs fell on their rear and the retreat became a rout. More than 2,500 unmounted Turkish and German prisoners were swept behind the British ranks, including many German officers. Guns were abandoned by the score. The pursuit by the British is continuing.

The British report on the Suez fight says:

"The general officer commanding in chief in Egypt reports under date of August 5, 11:15 p. m., the following further details of the fighting in the vicinity of Romani on August 5:

"The enemy made a frontal attack on the British intrenchments, in conjunction with a flank attack around the southern flank, employing 14,000 men and heavy howitzers for the operation."

Driven Back by Anzacs.

"The frontal attack was unsuccessful. Before the flank attack our mounted troops retired slowly until the enemy became involved in sand dunes late in the evening of the 4th."

"A counter attack was then made by all arms, which was completely successful, and at dawn on the 5th the pursuit of the retreating enemy was continued."

BLASTS NEAR BLACK TOM CAUSE PANIC

Flames Sweep Lehigh
Yards a Half Mile
from Peninsula.

NAPHTHA IGNITES; \$200,000 DAMAGE

Greenville Residents Rush
for Safety, Fearing New
Bombardment.

Burning freight cars in the crowded Claremont yards of the Lehigh Valley Railway, less than half a mile from where Black Tom still smolders, threw a glare over lower Manhattan and the Upper Bay last night. There were numerous explosions, and when the flames reached an empty naphtha tank car at 8:10 there was a detonation that struck the Greenville section of Jersey City with panic. The damage is estimated at from \$150,000 to \$200,000.

More than 1,000 loaded freight and tank cars have been shunted into the Claremont yards since the Black Tom explosion cut off the yards there. Many of them contained grain. For two hours, while Jersey City firemen sought in vain to get permission to stretch their lines across the main tracks of the Central Railroad of New Jersey, trainmen of the Lehigh fought the flames.

An engine, which has been doing patrol duty for the last week to guard against fires, sounded the alarm. A medley of whistles joined, as switch engines and those attached to way and through trains caught the blast. All Lehigh trains within hearing stopped with a jerk. Their crews uncoupled the engines and hastened to the Claremont yards.

Engineer Saves Cars.

Within five minutes, a score of engines were dodging about on sidings, noosing strings of loaded cars to safety. When at last a space had been cleared about the blazing group, Ernest Sullivan backed his engine straight at four burning cars that were coupled together.

E. J. Connors, his fireman, ran ahead, guiding the locomotive with his arms as calmly as though the heat were not blistering his face. He made the hitch and leaped back into the cab. While George Compout, a brakeman, and Michael Burgess, a conductor, sprayed the nearest car with live steam from the back of the tender, Sullivan started ahead. He drew the four blazing cars beneath a water tank, and when the water was pouring from the spout, pulled them slowly back and forth beneath the stream until the fire was out.

Incendiary Is Suspected.

John Hayes, of 44 Randolph Street, Jersey City, was one of the first to sight the fire. As he ran to it, he met two well-dressed men of foreign appearance. They began to run and were quickly out of sight. Hayes thinks they were Austrians.

Two of the cars destroyed contained nitric acid. The report was current among railroad employes that the fire had been kindled by an incendiary, who thought the nitric acid was picric acid intended for the ammunition factories of the Allies.

Hundreds Flee in Panic.

Only about a quarter of a mile from where the twenty cars shot a roaring blaze into the sky are the works of the Eagle Oil Company. At sight of the glowing heavens and sound of the explosions that came thick and fast, with the tank car filled with naphtha gas as a climax, Greenville became convinced another disaster was upon it. Without waiting to lock their doors, householders seized what possessions were most handy and fled to a safe distance.

Climaxes Are Coming

The big league is swinging into the homestretch, the national tennis tournament will be here before you know it, the field for national golf honors is narrowing every day. What a lot of sporting events are approaching a climax!

You want news about your favorite sport. Yes, but you want more—opinions. And we give them to you—from the specialists in each sport who writes most entertainingly, most ably. Turn your paper over to the back page and the next to last page. It's all there.

The Tribune
First to Last—the Truth:
News·Editorials·Advertisements.
Member of the Audit Bureau of Circulations.

MAYOR AND OSCAR S. STRAUS THINK MEN WILL RETURN TO WORK TO-DAY

As a result of a day's conferences between Mayor Mitchel, Oscar S. Straus, chairman of the Public Service Commission; William D. Mahon and William B. Fitzgerald, representing the striking car men of the New York Railways Company, and Theodore P. Shonts, president of the system, the Mayor and Mr. Straus last night authorized the following statement:

"We have submitted certain proposals for a settlement of the street railway strike to President Shonts of the New York Railways Company and to the representatives of the striking employees. After a day of conferences and discussions, a basis of settlement has been found and will be recommended by President Shonts to his board of directors for ratification and by the representatives of the men to the employees for ratification by them."

"The meeting of the board of directors and the meeting of the employees will be held to-morrow (Monday). Upon ratification of the proposed settlement by both sides the men will immediately return to work and service will be resumed on the entire New York Railways system."

Cars Are Run All Day, But Halted at Night

Two Uniformed Patrolmen Guard Each Crew—Police
and Railway Heads, Expecting Violence, Are
Pleasantly Disappointed by Quiet.

Surface cars were as scarce and as unpopular in New York yesterday as they had been on Saturday. Two policemen guarded every car that left the barns of the green car system, but the uniform and ready nightstick did not seem to have a soothing effect on prospective passengers. About the same service was given in all four of the strike-stricken boroughs; as before, the cars were locked up in the barns at 8 o'clock at night.

The green, blue and red cars in Manhattan, the cars of the Union Railway Company in the Bronx, and the surface lines in Queens ceased to operate at the same hour last night. The Staten Island company attempted to run only three cars on a shuttle line between Midland and South Beaches. Even these sought safety in the barns early in the evening. The only surface cars operated last night, as on Saturday night, in the entire city were the B. R. T. cars, the Queensboro and Manhattan Bridge locals and the trolleys on the Jamaica line of the Manhattan & Queens Traction Corporation.

It was expected yesterday that this morning's rush hour traffic would be the final test of strength between the labor leaders and the traction companies now crippled by strikes. The New York Railways Company, operating the green cars, prepared all day yesterday to maintain this morning something near a normal service on all lines. The company spent hours training upward of 150 strike-breaking motormen to run cars, preparatory to adding them to the regular crews this morning. Each company affected by the strike operated less cars yesterday than on Saturday. It is this fact—in spite of the two patrolmen assigned to each car the service was scarcely more than 40 per cent of normal—that led to the pressure brought upon the traction officials of the green cars yesterday to come to terms with the strikers.

MAHON SEES NEW ERA FOR STREET CAR MEN

"Strike Will Not Be Settled Until
We Wish." He Says.

"I feel we are on the verge of a new era for the street car men of New York. But don't get the idea the strike is settled. It is not, and it will not be until we have decided to settle it. Cars are not running and they will not be until we have reached an agreement."

These words of William D. Mahon, president of the street car men's union, were cheered by 2,000 strikers in Central Opera house, in Fifty-seventh Street, near Third Avenue, last night. The meeting was brief. Mahon announced the result of the Bar Association conference in the afternoon, but explained the terms agreed to by both sides could not be made public.

WHITRIDGE SAYS HE MADE NO AGREEMENT

From Scotland Third Avenue
Line Head Answers Straus.

London, Aug. 6.—Frederick W. Whitridge, president of the Third Avenue Railway Company and the Union Railway Company, of New York, sent to the Associated Press, to-day from Pittlochy, Scotland, a message denying he had ever agreed to arbitrate differences with employees of his company.

"It is not a fact," said Mr. Whitridge, "that I have at any time made any such agreement as you say the Public Service Commission charges me with having violated or forgotten."

Oscar S. Straus, chairman of the Public Service Commission, at a hearing Friday, charged that the breaking of an arbitration agreement by Mr. Whitridge was directly responsible for the strike in Yonkers, The Bronx and on the Third Avenue railway system which later spread to four boroughs of Greater New York.

"There is no question," Mr. Straus told representatives of the companies and strikers, "that the strike is due to the attitude and action of President Whitridge. It proves that either he intentionally violated the agreement he made with his men to arbitrate, or that he was so negligent of his duties as to forget his agreement to arbitrate."

TRACTION MEN STRIKE
IN PHILADELPHIA
Demand Higher Pay and Recognition of Union.

Philadelphia, Aug. 6.—A strike of motormen and conductors on the lines of the Philadelphia Rapid Transit Company was ordered by the executive committee of the local division of the Amalgamated Association of Street and Electric Railway Employees at a meeting to-night.

Members of the union are demanding 40 cents an hour, recognition of the union, abolition of swing runs and the adjustment of grievances by a union committee.

BASIS OF AGREEMENT WITHHELD BY MAYOR

Fears Its Publication Might Block
Ratification by Directors
and Workers.

MUTUAL CONCESSIONS GAINED AT CONFERENCE

Oscar S. Straus, Who Helped at Meetings,
Says Third Avenue Matter Will
Now Be Taken Up.

William D. Mahon and William B. Fitzgerald, representing the Amalgamated Association of Street Railway Employees, and Theodore P. Shonts and James L. Quackenbush, representing the New York Railways, yesterday reached an agreement for the settlement of the strike of green car employees.

This agreement, based on mutual concessions, will be submitted to the strikers and the directors of the company in special meetings for ratification this morning, and it is expected by Mayor Mitchel that the strike will be at an end by noon.

Pending ratification, the terms of the settlement, arranged by the Mayor and Oscar S. Straus, chairman of the Public Service Commission, at a series of conferences which began at midnight Saturday in the Westchester home of Mr. Straus and ended at 6 o'clock last night in the rooms of the Bar Association, are withheld.

In announcing that a tentative settlement had been reached, Mr. Mitchel stated to the reporters that the details of the settlement could not be announced at this time and earnestly requested that no speculation as to the terms should be indulged in.

"As Mayor of this city," said he, "I think I am justified in asking that there be no speculation on this matter. The situation is a delicate one, and I do not think that any of the papers of New York wish to do anything that may prolong this trouble. For that reason I think the papers should be content with the statements of the labor men and of Mr. Straus and myself."

That the situation is satisfactory to the union as well as to the employer may be judged from the fact that, speaking to a meeting of strikers last night, Mr. Mahon, president of the Amalgamated Association, declared after saying an agreement had been reached, "We are on the verge of a new era for the streetcar men of this city."

Take Up Third Avenue Line To-day.

The settlement does not affect the Third Avenue line, the New York & Queens and the Staten Island system, but is expected to offer a basis on which settlement will be had on these. Chairman Straus is authority for the statement that the Third Avenue matter will be taken up to-day.

Meanwhile, the organizers of the Amalgamated Association of Street Railway Employees, called here since the beginning of the trouble in Yonkers, will remain in New York to continue the organization of the several systems, more particularly the Brooklyn Rapid Transit Company.

So satisfied was Mr. Mitchel that the threatened tie-up of all the transportation lines of the city was at an end that he said last night he hoped to get away to Plattsburg in a few days.

The first intimation that a settlement might be reached came at 5 o'clock, when Mr. Shonts, accompanied by Mr. Quackenbush, his chief counsel, left the rooms of the Bar Association, where they had been in conference with the Mayor, Mr. Straus and Julius Meyer Cohen, special counsel to the Public Service Commission and a veteran in labor disputes.

"Better See Mayor."

"Is there a settlement?" Mr. Shonts was asked.

"You had better see the Mayor; let him tell it," replied the railroad chief. "If I start talking I may tell everything. Let the Mayor do the talking."

"Do things look better?" was the next question.

"I never said they looked bad," he answered. "See the Mayor. He will tell you all."

Within an hour Mahon and Fitzgerald, with Louis Fridger, counsel to the union, were called from the Hotel Continental, where the executive board of the Amalgamated Association had been in session. They had been going over, it afterward developed, the reply of Mr. Shonts through Mr. Mitchel to the proposition advanced by Messrs. Mahon and Fitzgerald at a conference which lasted from 10 in the morning until after 1 o'clock in the afternoon.

While reporters waited at the main entrance to the Bar Association the labor men entered by the Forty-third Street entrance. They were in the room only a few minutes when Mr. Straus, who had shed his coat, appeared in the lobby.

"I think it is all right," he said. "You will have a statement in a few minutes."

Mahon Has Statements.

Immediately Fitzgerald and Mahon came out, the latter with a handful of typewritten sheets.

"There is all that there is to be said by us," he explained,